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With which is incorporated the
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Subscription, paid in advance,
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Hongkong Daily Press.

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HONGKONG, TUESDAY, AUGUST 17TH, 1909.

二年

號七十月八年九零百九十一英港香

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[a492]

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Hongkong, 11th August, 1909. [a560]

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1. IRON BREAKAGE about .260,000 pds.
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All information necessary and conditions can be procured at the Material Department in Harbin, daily, except Holidays from 9-3 o'clock P.M. The Railway Administration has the right not to sell these parts of breakage on which the offered price is too low and also has the right not only to consider the price offered, but other considerations as well.

CHINESE EASTERN RAILWAY Co.
Harbin.
Harbin, 23rd June, 1909. [a577]

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[a51]

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Hongkong, 11th August, 1909. [a53]

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Hongkong, 21st July, 1909. [a55]

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CATALOGUE AND PARTICULARS ON APPLICATION.

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[a83-1]

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[a309]

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Hongkong, 24th July, 1905. [a398]

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LIMITED,THE HONGKONG DISPENSARY
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Hongkong, 19th July, 1909.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.
At 2, Redhill, The Peak, on 16th inst., to Mr. and Mrs. J. W. C. Ponzan, a daughter. [1079]

HONGKONG OFFICE: 10A, DES VRES ROAD
LONDON OFFICE: 131, FLINT STREET, EC

The Daily Press.

HONGKONG, AUGUST 17TH 1909.

It can hardly even yet be clearly understood why PRESIDENT TAFT selected the moment that he did for putting in a claim to participate in Chinese loans. Diplomatically, at first sight at least, the initiatory step would seem to have partaken very much of the nature of a blunder; at the time the Chinese were in an unwontedly suspicious mood, the reactionary party, under the false pretence of patriotism, had raised the party cry of "China for the Chinese," and, finding that the cry had become popular amongst the unthinking crowd, were seeking to turn it to their own private advantage, and restore the old régime of office as a source of private profit.

Under the circumstances it was but natural that the first impression of the RECENT should have been one of astonishment and anxiety at receiving a telegram from the PRESIDENT, claiming the right of America to participate in the loan being negotiated with England and Germany for the construction of the proposed Hankow and Szechuan Railway. As the lesser of two evils the reactionary party had been agitating for the withdrawal of all foreign railway concessions as infringing on China's "Sovereign Rights," and the purchase of the concessionary rights by means of loans raised abroad, as well as the construction of all railways in the future by Chinese capital exclusively. It was well known that the

main object of the party was to render all industrial progress to China impossible, and to restore the worst abuses of the old régime; and as the members knew very well that there was no money to be had in China at rates which industrial undertakings, such as railways and mines, could afford to pay, they resorted on sure grounds that the hated innovations would at once be effectively excluded, without the necessity of proceeding to *force majeure*.

Under the circumstances, as foreseen by some of the better informed American organs, the inevitable result of the demand to participate as a right in the process of lending money to the Chinese Government would be to increase the popular suspicion as to foreign motives, and hence to increase enormously the power of the reactionary party; and it was clearly in view of this that the PRINCE REGENT felt anxious with regard to the possible outcome of the situation. Owing to the general ignorance as to the part being played in China by the reactionary party in their attempts to reverse the course of events, the most extraordinary motives have been attributed to PRESIDENT TAFT in seeking to participate in the new loan. It has been presumed that he has been desirous of assuming a less friendly attitude towards England than his predecessor, Mr. ROOSEVELT, who, it is made to believe, played too much into the hands of England for the entire good of the States, and that the resolution taken to telegraph to the PRINCE REGENT while the latter was actually in negotiation with England was the outcome of this. Undoubtedly, when first announced there may have been such an apparent indication, and the time certainly seemed inopportune. In other quarters, where exists an unreasonable suspicion of Germany as the root of all political mistrust, it was vaguely given out that America had acted in the matter on Germany's instigation. The subsequent course of events has shown pretty plainly that neither explanation accords with the facts of the case. PRESIDENT TAFT has certainly not in any overt way sought to disserve himself from the policy of his predecessor. Mr. ROOSEVELT had, in fact, in the negotiations regarding the re-assumption of the Canton-Hankow line stipulated for the participation of the States in the next railway loan, and it was probably at the request of the Morgan group of capitalists recalling this, that PRESIDENT TAFT sent his telegram. That it would have caused any inconvenience to Great Britain does not, as a fact, seem to have entered his mind, and it certainly does not seem to have appeared to the British negotiators as at all dictated by unfriendly motives. The idea that the step was suggested by Germany with the object of raising a sore between America and England still less corresponds with what we know of the intimate relations between Germany and the States. Germany has been following very closely the recent proceedings in Congress relating to the rearrangement of the Tariff, and has not been so ensouled of the result that she would feel inclined to enter into an intrigue with the States against England. Altogether the proposition of PRESIDENT TAFT that American financial houses should be permitted to take part in the loan for the construction of the new Hankow-Szechuan Railway, seen from his point of view, was perfectly natural; and in no way unfriendly towards either Germany or England; and we may accept without reserve his explanation of the affair, and see how it has been that the English interests concerned have so far condoned its presumed unfriendly nature that they have expressed their willingness that the amount of the loan should be increased by one-half, in order that America should come in on perfectly even terms with the others.

This, however, naturally leads to a consideration of the project from an international point of view. Although willing to advance the money for the construction on the guarantee of the Chinese Government itself, the financiers concerned do not hold the line in pledge, and so have no direct interest in its construction, not in its financial success. Now we are seeing in the construction of the Pukow-Tientsin Railway how, in spite of the best efforts of the Chinese Government, its guarantee does not afford the slightest protection against fraudulent malappropriations of the loan. The Government has already had to cashier one director, and seriously caution another, though seemingly afraid to remove him from office. Now this proposed Hankow-Szechuan Railway is a much more serious undertaking than the Tientsin-Pukow line. It is practically with regard to the difficulties of construction on a par with the main Alpine lines in Europe, and requires engineering skill of the highest nature. Yet we have no record of any survey, nor has any consulting engineer of any eminence been called on to report on the feasibility of the line, or the method

of construction, nor indeed even of the route to be adopted. We have had another example, even in the case of so easily constructed a line as that from Shanghai to Hankow, how hundreds of thousands of capital can be spent, nominally in the construction of a railway, but have really been absorbed into private channels. For such lines the guarantee of Peking may be looked upon by reasonable underwriters as sufficiently satisfactory. The Chinese are certainly at the moment sufficiently skilled to construct such lines so that they can carry ordinary traffic. When we come to lines requiring special skill, and enlarged experience, as a line in Szechuan, especially as that line is intended to be one of the main trunk lines of the Empire, the whole face of affairs is changed. We have no guarantee in the first instance that a line commenced by incapable engineers in an unknown country is capable of being completed, however much may be spent upon it; and we have no possible check on the cost, even accepting the possibility of construction. Financial agents have generally a propensity for shifting these considerations off their own shoulders, and think little how the funds are expended provided that they can issue a sufficiently enticing prospectus; and the railway financing of China is at the moment in that inchoate condition that there are huge profits in sight for the first undertakers; and perhaps Chinese officials are not alone in their conceptions of the advantage of being first in the field.

However it may turn out, there is a considerable amount of responsibility resting on the shoulders of those Governments who are engaged in negotiating these advances, both with regard to their own nationals and China herself; all is not gold that glitters, and not all the schemes proposed could bear the test of close investigation in the interests of their nationals or of China herself. Chinese finance is not yet past the danger point, yet both home and foreign influences seem to be combining to drag it back into the slough of despond.

The German Mail of the 16th July was delivered in London on the 14th inst.

Colonel George R. Colton, who succeeded Mr. Shuster as Collector of Customs in the Philippines, has tendered his resignation.

Not a single case of plague was reported in the Colony of Hongkong last week. The only case of communicable disease notified was one imported case of enteric fever.

The Royal Netherlands warships H.M. de Ruyter, Tromp and Koninklijke Regentes were expected to arrive at Manila from Batavia yesterday.

Mr. Frederic Henry Balfour, of Palazzina Castelli, Via San Francisco Poverini, Florence, Italy, and late of Shanghai, formerly editor of the North China Herald and Daily News, who died on May 22, aged 63, left estate in the United Kingdom valued at £26,264. 5d. id.

Major G. E. Pereira, C.V.G., D.S.O., 2nd Battalion Grenadier Guards, till recently Military Attaché in China, is about to retire. He served in the China War 1890, when he was wounded, and during the later phase of the South African campaign, receiving the Queen's medal and three clasps.

While the river steamer *Shun Tak* was returning from the West River on Saturday night a Chinese passenger attempted suicide by jumping overboard. He was rescued by the crew, and appeared before Mr. F. A. Hazeland at the Magistracy yesterday, when he was remanded for observation.

The return of visitors to the City Hall Library and Museum for the week ending the 15th August, 1909, shows that of non-Chinese there are 436 to the Library and 235 to the Museum, and of Chinese 259 to the former and 2,572 to the latter. The Library was, therefore, used by 695 persons and the Museum by 2,807.

A movement is on foot to establish some permanent form of memorial in Shanghai to the late Dr. Lalocca. The committee in charge of the movement is as follows:—Sir Pelham Warren, K.C.M.G. (President), Mr. C. M. Bain (Honorary Secretary and Treasurer), the Rev. C. E. Darwent, Messrs. Geary, Gardiner, O. M. Green, S. E. Levy, F. S. Madan (Tata, Sons & Co.), W. C. Murray, J. H. Osborne, Settimi (Cavajzeo, Pallajes & Co.), and M. Speelman.

In the case of the alleged manslaughter of a Chinese by Inspector Meers of Kiukiang, which was heard before Mr. E. T. C. Werner, British Consul, the Counsel decided last week that there was not sufficient evidence to send the accused for trial and he was accordingly discharged. The prosecution in the above case on behalf of the Chinese Government was undertaken by Mr. Fleming, while Mr. Godfrey, of Messrs. Ellis and Hayes, was retained for the defence.

At the Police Court on Monday afternoon before Mr. Wood the hearing was continued of the case in which Liu Kwan, an Ambulance coolie, charged Li Sau Sam, a Chinese constable, with assaulting him in one of the waiting rooms at the Central Police Station on the 31st instant. Mr. L. D'Almeida Castro appeared again for the complainant, and Mr. Sydenham Dixon represented the defendant. The chief Chinese detective Iu Po and three police officers gave evidence for the defendant, who was subsequently acquitted.

TELEGRAMS.

[Protected by the Telegraphic Message
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[DAILY PRESS EXCLUSIVE SERVICE]

THE EARTHQUAKE IN JAPAN.

TOKYO, August 16th.

The official report confirms the extent and violence of the earthquake shocks in Japan, but being confined to the country districts and owing to the absence of fires there was comparatively little loss.

[REUTHER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

THE SITUATION IN CRETE.

LONDON, August 16th.

Armed peasants occupied the fortress at Canea to prevent the removal of the flag.

Gendarmes forced the peasants to evacuate by promising to guard the flag.

The government is resigning and a Provisional Administration has been formed.

The British battleship "Swiftsure" has arrived in Suda Bay.

AMERICA'S SUPER-DREADNOUGHT.

LONDON, August 16th.

It is stated that the United States Government is considering a recommendation of the General Board of the Navy to build a battleship of 30,000 tons.

S.S. "LUCANIA" GUTTED.

LONDON, August 16th.

Fire broke out on the Cunarder "Lucania" while in dock at Liverpool and completely gutted the forward part. The liner was sunk in order to save her. She now rests badly damaged at the bottom of the dock.

AUSTRALIA'S OFFER.

LONDON, August 16th.

A Melbourne message states that it is believed that the Imperial Government and the Commonwealth have agreed as an alternative to the gift of a Dreadnought that Australia provide instead a squadron of swift cruisers for the Pacific and a large naval base.

DESPERATE FISHERMEN.

A STORY FROM LANTAO ISLAND.

An unusual disturbance aroused residents from their slumbers in the quiet little village of Lantao Island early on Friday morning. It appears that at about 3 a.m. on the morning mentioned seven Hoklo fishermen, armed with choppers, knives and bamboo, landed at the village unobserved, and approaching an unnamed house at Shikshan, forced an entrance.

The robbers apparently knew that there were two hawkers who carried a plentiful supply of cloth and a considerable sum of money staying at this house, and the object of their visit was to relieve these men of their wares and cash. They entered the house with wild shouts and proceeded to use their bamboo and choppers on the inmates until they were satisfied that the latter were thoroughly frightened. Then the hawkers were asked where they had stored their money and goods. They lost no time in showing their assailants, and the fishermen speedily appropriated the cloth and the cash and departed. Next morning it was reported to the police at Chungshan that the robbers had departed with \$400 worth of cloth, and \$29.50 in cash. Sergeant Gordon immediately instituted inquiries, the result being that two men were arrested with the amount stolen in their possession. The police also learned that the man who had taken the cloth had sailed away in the direction of Linting, which is in Chinese territory.

The two men arrested were charged before Mr. F. A. Hazeland at the Magistracy yesterday and remanded.

NEW CHINESE STAMP FOR COLLECTORS.

The Imperial Administration has decided to commemorate the accession to the throne of the new Emperor Hsuan Tung by the issue of three new stamps which will be oblong, be printed in two colours, and have a yellow border (yellow being the imperial colour), and will have as a central picture the Temple of Heaven.

The values of these stamps will be two cents, three cents, and seven cents, the colours green, blue, and purple, according to the value, and the issue will be limited.

SUPREME COURT.

Monday, 16th August.

IN ORIGINAL JURISDICTION.

BEFORE THE FULL COURT.

HONGKONG MILLING COMPANY v. ARNHOLD, KARBERG & CO.

The seventh day's session was reached yesterday in the action in which the Hongkong Milling Company, of which Mr. H. Percy Smith is liquidator, claimed \$100,000 for alleged failure to supply an ice-making plant according to stated requirements. Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for plaintiffs, defendants being represented by Mr. MacNeill, from Shanghai, and Mr. G. C. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon.

Mr. MacNeill said he wished to mention a matter which happened on Saturday, and Mr. Haxton being present, perhaps their Lordships would be glad to have his explanation.

Mr. Haxton said the engineer at the works had orders to cut off the band, but occasionally a hand got up to the depot. The bands were cut off before the ice was sold.

Mr. MacNeill—Was the ice going to a customer?—It was on an open cart.

Mr. Haxton—How many blocks were there?

Mr. Haxton—Six or seven.

Mr. Haxton—They might be going to one of the sub-depots. We have a Chinese sub-depot at West Point.

Mr. MacNeill—This cart was going towards East Point. It was the only block which had this band.

The Chief Justice—Probably the engineer forgot to cut it off.

Mr. Haxton—It might be.

The Chief Justice—It seems clear this ice was not going to a depot.

Mr. Haxton then left the box.

The cross-examination of Mr. Arndt was continued by Mr. Slade. He said he had had a good many dealings with Mr. Rennie, whom he regarded as a very keen man of business. Witness was questioned as to statements in Borsig's catalogues as to machinery being supplied which would turn out clear and transparent ice, and asserted that the claim was to produce clear, pure ice.

Mr. Slade—It does not say opaque.

Witness—It says "I supply also machinery for supplying clear ice."

Mr. Slade—It does not say so; you are merely drawing the inference.

Witness—Yes the inference may be drawn.

Can you show me any other reference in the catalogue to an opaque core?—There does not appear to be any reference.

You have read the catalogues carefully. As far as you know there is no other reference?—No.

Can you remember in Mr. Borsig's letter to you any reference to an opaque core?—I don't think so.

Where did you learn there was an opaque white core in can ice?—I read it up for it.

The Pease Judge—Did you read scientific works?

Witness—I read catalogues and the encyclopaedia.

Mr. Slade—You read the encyclopaedia?

Mr. Slade—You learned there that there was an opaque white core in can ice.

SHIPPING NOTES.

Much controversy has arisen of late in connection with the substitution of Chinese for British crews in ships of the mercantile marine. According to statistics just received from the Board of Trade by the Imperial Merchant Service Guild, the number of Chinese shipped at eighteen of the principal ports in the United Kingdom during the years 1906, 1907, and 1908 are 3,190, 4,952, and 4,463 respectively. From this of course it would appear that the new language test for seamen, imposed by the Board of Trade, has arrested the influx of Chinese seamen in our ships. An interesting feature in connection with this matter has just been brought to the notice of the secretary by one of the members of the Guild relative to a curious law or belief which prevails in China. It is said that if a Chinaman saves the life of another he has, by Chinese law, to keep him and feed him for the rest of his life. This Guild's correspondent remarks, is rather the reverse of Western ideas, but explains to a large extent why Chinamen are not of much use in cases of emergency. He quotes the following personal experience: "In the steamer of which I was chief officer, Chinese firemen were employed. We had the misfortune to sink another steamer, and although boat-drill was held regularly every week, these firemen would not attempt in any way to save life, this being left to the British officers and sailors. I did not understand their reluctance to take part in the rescue, as there was so very little danger connected with it. I now believe that the law existing in China of having to keep a man on saving his life was the cause of the reluctance of the firemen referred to." It will be of interest to watch in the future whether such a characteristic again displays itself; if so, it will be a further illustration of the dangers of Chinese crews.

On the reappointment of the Merchant Shipping Advisory Committee by the President of the Board of Trade, the Imperial Merchant Service Guild were invited by the Board of Trade to nominate a representative to sit on the committee. The guild have decided to nominate Captain George Nelson Hampson as their representative. Captain Hampson on his recent retirement from the sea was Commodore Captain in the West African fleet of steamers, owned by Messrs. Elder, Dempster, and Co., in which he served for over 28 years. Captain Hampson is a member of the management committee of the guild, and a former chairman of the advisory committee now merged in the management committee.

Some kind of trouble seems to have occurred between the Toyo Kisen Kaisha and the Pacific Mail Steamship Co., which have hitherto worked in conjunction. The Osaka Mainichi states that the manager of the San Francisco branch of the Toyo Kisen Kaisha left San Francisco on the 27th ultimo for Japan, and that the object of his visit to Tokyo is said to be the cancelling of the agreement between the company and the Pacific Mail Steamship Company. The Osaka journal adds that owing to the depression in the marine business the Pacific Mail Company has repeatedly acted in defiance of the agreement in order to secure freight, and in retaliation the Toyo Kisen Kaisha has decided to cancel the agreement with the American company. If the agreement is cancelled the Toyo Kisen Kaisha will be unable to maintain the connection of its steamers with the railways in America. This will place the company in a very disadvantageous position, but if the action of the Pacific Mail Company were passed over, it is claimed, that the company would act in a still more arbitrary manner and the Toyo Kisen Kaisha would be involved in an even more disadvantageous position than by the disconnection. Thus the company is placed in a very embarrassing situation. As the Japan Chronicle remarks, it seems a curious dispute as related in the Japanese papers.

Another Japanese newspaper denies this story, which appears to have been based on a telegram from San Francisco, but states that the relations between the American and the Japanese Company have not been as correct as they might be. A cancellation of the contract, however, is impossible. The San Francisco agent for the T.K.K. is coming to Japan, says this journal, in order to report to the Company the result of the negotiations between the T.K.K. and the Mexican Government concerning the subsidy question and the connection of railway and steamship services in Mexico. The T.K.K. has agreed to cause its steamers to call at Mexican ports six times a year and the Mexican Government offer a subsidy of £10,000 each time.

The principal shareholders of the Toyo Kisen Kaisha had a meeting on the 2nd instant at which the board of directors sought to obtain the approval of the shareholders to certain matters to be laid before a forthcoming special general meeting. Mr. Yamane Kinnosuke put a number of questions, and he was followed by others. The points raised were in substance as follows:—

- (1.) That the number of tank steamers in the company's fleet has increased, though the board of directors is aware that there is little profit in importing oil.
- (2.) That the company is incapable of paying a dividend of 12 per cent on the preferential shares, as proposed by the directors, owing to the depression in the marine transport business.
- (3.) That the auditors are neglecting their duty in approving the scheme of the board of directors.

After a heated debate, it is reported that the meeting agreed to appoint a committee to investigate the real position of the company.

Mrs. Clark and Captain Douglas, whose expedition to the interior of China resulted in the death of a Sikh alleged to have been killed by the natives of Kauai, arrived at Peking on August 1.

DISTURBANCE NEAR THE DOCKS.

Considerable excitement prevailed in Shang On Lane, near the Kowloon Docks, on Sunday afternoon, when a number of Chinese and Filipino seamen from different vessels in dock had a free fight. Trouble was evidently expected, for a number of the Filipinos arrested were found to be in possession of lead and sandbags. So far as can be learned, the Chinese started the affray by assaulting the Filipinos with a volley of stones. The latter retaliated, and used their weapons of defense with serious effect, but the timely arrival of the police prevented any mortal injuries. When the police were observed approaching the rioters made a rush for the docks, and a Chinese detective who attempted to bar the way was felled by a sandbag. As a result of inquiries, however, two Chinese and four Filipinos were arrested, and were placed before Mr. J. R. Wood at the Magistracy yesterday. The Chinese, who were charged with disorderly behaviour, were fined \$25 each. Two of the Filipinos, for carrying fighting implements, were fined \$10 each. The third, for assault and disorderly behaviour, was fined \$25, and the fourth, who attempted to arrest a prisoner, was also ordered to pay a fine of \$25.

UTTERING COUNTERFEIT COIN.

A native appeared before Mr. J. R. Wood at the Magistracy yesterday on two charges of uttering counterfeit coin. The defendant, it appears, had swindled many residents of Yau Ma Tei before being brought to book. He carried with him a large number of forged five dollar bills, and his method of passing them was very ingenious. He would approach the owner of a house and intimate that he wanted a cubicle. The owner would state his price, the defendant would agree to pay a dollar as bargain money, and hand over one of the spurious five dollar bills. The owner would return the change, as desired, in twenty-cent pieces, and then the man in search of new premises would change his mind and ask for the return of his note, and at the same time return to the owner counterfeit twenty-cent pieces in place of the good money he had received as change. The same defendant was previously convicted before Mr. Hazelton, and yesterday the second magistrate sentenced him to three months' imprisonment with hard labour and four hours' stocks.

SERIOUS ILLNESS OF CONSUL GENERAL RUBLEE.

We regret to learn that Mr. William A. Rublee, who has recently been re-appointed United States Consul-General at Hongkong in succession to Dr. Wilder, was lying seriously ill at Vienna a month ago. A Vienna telegram to the American newspapers, dated the 14th ult., reads: "William A. Rublee, of Milwaukee, the retiring American Consul-General here, yesterday underwent the operation of laparotomy at a private sanatorium for the relief of a stomach trouble of ten years standing. His condition to-night is reported as very unfavourable. Professor Schmitz, who performed the operation, said to-day that he was not yet fully able to diagnose the case, but he had ascertained that there was no cancer."

BANDMANN'S MERRY LITTLE MAIDS.

The Company gave their farewell performance at the Theatre Royal last night. Considering the season of the year they were favoured with an exceptionally large house, and the excellent performance they gave of "The Mikado" was greatly enjoyed. Many floral tributes of appreciation were handed up to the stage in the course of the evening. The impression which the Company created on the occasion of their first visit a few months ago has served to give them excellent houses on their return to the Colony, and their reputation has been so much enhanced by this second visit that Mr. Bandmann's Merry Little Maids may be assured of a cordial welcome whenever they visit the Colony in the future.

THE PANAMA CANAL.

PROPOSED ISSUE OF BONDS.

The Cabinet last month had under consideration a Bill drawn up by Mr. MacVeagh, Secretary of the Treasury, authorising the Treasury to issue bonds to the amount of \$397,000,000 covering the entire cost of the Panama Canal. According to the provisions of the measure, the bonds will bear interest at the rate of 3 per cent and will run for fifty years. There will be no issue of the entire amount immediately, and it is even said that a rapid change in the tide of the Government revenue might render it unnecessary to place any of the bonds upon the market.

THE NEW SHAH OF PERSIA.

The following is a translation of an official telegram sent to the Imperial Consulate of Persia in Bombay, on the 21st ult., and signed by Meher-Es-Sultani.—In the matter of the recent disturbances, it became evident to everybody that radical changes and reforms had become necessary, and owing to the fact that a very large portion of the people distrusted and disliked, and had their hearts turned away from His Imperial Majesty, Mahomed Ali Mirza, it became apparent that vast and far-reaching changes could not be introduced without changing the Sovereign. Hence in the absence of the Mirza, a grand mass meeting of subjects was held on July 16th in Tehran (Parliament House). The assembly consisted of learned leaders of the Nationalist cause. Princes of the blood Royal, Press of the realm, and former members of the Mirza's assembly has unanimously deposed Mahomed Ali Mirza, and temporarily Azed-Ul-Mulk has been appointed Regent. The appointment of Regent is subject to the approval and confirmation of Parliament, which is to be summoned shortly. Fortunately, this change of sovereignty has been effected peacefully. Three days have now elapsed since the accession of the new sovereign. Everything is quiet. All foreigners in Persia are safe. There is perfect security of life and property for them.

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(2.) That the company is incapable of paying a dividend of 12 per cent on the preferential shares, as proposed by the directors, owing to the depression in the marine transport business.

(3.) That the auditors are neglecting their duty in approving the scheme of the board of directors.

After a heated debate, it is reported that the meeting agreed to appoint a committee to investigate the real position of the company.

Mrs. Clark and Captain Douglas, whose expedition to the interior of China resulted in the death of a Sikh alleged to have been killed by the natives of Kauai, arrived at Peking on August 1.

CORRESPONDENCE.

REVENUE FROM THE LIQUOR TRADE.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

Macao, August 15th, 1909.

DEAR SIR.—As the Hon. Mr. Stewart stated, when proposing the postponement of the debate on the new Liquor Ordinance, that it is only fair that the general public should have an opportunity of expressing their opinion through the medium of the local Press, with your permission I would respectfully make a few suggestions, which—if adopted by the Government—would, I believe, have a more far-reaching effect than the new proposed ordinance, would produce all the revenues required, and yet would not be unjustly severe on the hotel keeper, wine and spirit merchants, and wholesale dealers.

My suggestion is as follows:—On every bottle of wine, spirits or beer, manufactured or bottled in the Colony, and sold for consumption in the Colony, place an adhesive stamp over the cork in such a manner that it must be destroyed when the bottle is opened.

1st. Say, on every bottle of wine or spirits—a 10 cent stamp; say, on every bottle of beer or stout—a 3 cent stamp, and as I think the teetotalers should also contribute to the revenue resulting from vacant houses to be considered. It is not good to put undue strain on the licensees, although the effectiveness and cheapness of collection by merely increasing licences cannot be maintained.

There are other methods, however. One is the establishment of a Bonded Warehouse, which, as has been pointed out by His Excellency, is the "thin end of the wedge," and takes away from Hongkong the right to be styled a free port.

In looking round for other methods, I suggest that the tax might be collected at home before export, and the proceeds paid into the Treasury at Home for account of the Hongkong Government.

As is well known, all liquors at home, whether destined for export or not, are stored in a bonded warehouse, and when required for export a Customs permit to ship—called, I believe, a "Pricking Note"—is issued by the Customs officer to the shipper, and is attached to the usual shipper's order; and without the Pricking Note goods are not allowed in the dock where the ship is loading. My suggestion is that Pricking Notes should be stamped, the amount of the stamp to vary according to the goods shipped: a case of whisky should not bear so large a stamp as a case of champagne. The amounts collected in stamp fees to be credited to the Hongkong Government and the total to be deducted from the amount due from the Colony to the Imperial Government.

It may be argued: "But you put the cost of collection on to the Imperial Government." The answer is: "There is not much cost attaching to stamping a document. If the Imperial Government want some payment, it may add, say, 3d. to the stamp for itself. It should be prepared to do it for nothing, seeing it has taken away so large a source of the Colony's revenue."

So much for the effectiveness and cost of collection, as far as shipments from the United Kingdom are concerned.

Then comes the question of shipments from ports other than the United Kingdom. We could not well get the Imperial Government to collect this, and therefore collection would have to be made as follows: All shipments of wine, spirits and beer from ports other than in the United Kingdom would have to be accompanied by a Consular Certificate stating that tax (as arranged) had been collected for account of the Hongkong Government. The Consuls may add something for their cost of collection. The United Kingdom agents in Hongkong would be instructed not to countersign bills of lading without presentation of the Consular Certificate.

For Australia, and other self-governed Colonies having Customs Houses, arrangements could be made similar to those suggested for shipments from the United Kingdom.

Shipments from Singapore and other Straits ports form a difficulty. They could be included in the Spirit Farm, although not simply. Or captains could be called upon to declare at the Hongkong Harbour Office when carrying wine, spirits or beer, and the Harbour Master would issue a certificate, after collection of "duty" (or whatever the tax is to be called), without presentation of which the steamer's agents would not countersign bills of lading.

If Singapore came into line with Hongkong in the matter, the difficulty would be solved, as the "duty" would have been prepaid at port of shipment. The only point is that Singapore would get the duty on spirits, &c., transhipped at Singapore for Hongkong. But it would not stop shippers of cargo to deliberately tranship at Singapore, and Hongkong, therefore, would not lose much and its sister Crown Colony would gain it.

It seems to me that this scheme could be carried out at very little expense to the Colony, no cumbersome system of Custom House officials, or bonded stores, would be required, and Hongkong would still be a "free port." Most of the work and expense of collecting the revenue would fall upon the merchants and importers, wholesale dealers, local bottlers and sellers, and manufacturers, while the revenue would come out of the pockets of the general public, who are the proper people to pay it.

This scheme is naturally very much in the rough and would have to be thoroughly worked out and amplified, but as I said at the first, I believe it would bring in all the revenue required and not be unjustly hard on any individual company, firm or person.—I have the honour to be, Dear Sir, Yours respectfully,

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

Hongkong, August 16th, 1909.

SIR,—There is much controversy going on just now as to how the Colony is to "raise the wind," since the best source—through opium—is practically closed. The consensus of opinion appears to be that liquor licensees should be increased to make up the revenue now lost to us on our opium.

That there is everything to be said for the fact that our revenue must be increased there is no doubt, and there is no more doubt that liquor is the next best thing to tax after opium, because it is in general demand and is a luxury, except for medicinal purposes.

Many men will aver they take alcohol medicinally only, but how many of them take it "under Doctor's orders?" Perhaps one might ask how many of them are "under Doctor's orders" not to take it—or "cut it down?"

However, as I state above, it being generally conceded that the revenue is to be raised on liquor, the next question is How? (a) without putting undue strain on any one section of the community, (b) to collect effectively, (c) to collect cheaply.

There could be no refunds for Macao, as it is a free port.

I propose to take native wines or spirits first, and think same may be dismissed shortly by the institution of a Spirit Farm on the lines of the Opium Farm. Both articles being used by natives, the latter are best able to collect. In the case of opium it has been proved. The method of collection from the Government's point of view may be considered effectual and cheap.

As regards liquors for European consumption, increase of revenue may not be gained by increased amount of "Publican's" or "Grocer's" licences. In your leader this morning you show that such will lead to extinction of many of the smaller licences and consequent loss of revenue to the Government. There is no doubt of the truth of this. It is better to have five licences each paying \$1,000 than two each paying \$2,000. Apart altogether from the reduction in the number there is the loss of revenue resulting from vacant houses to be considered. It is not good to put undue strain on the licensees, although the effectiveness and cheapness of collection by merely increasing licences cannot be maintained.

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NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special Business matter THE MANAGER.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

WANTED

OLD POSTAGE STAMPS, in large quantities, of all the Countries in Asia, and the higher values of European States. Also wanted to purchase a better collection. Sellers are requested to apply to Mr. FISCHER, on board the S.S. "NIPON," at Kowloon, between 9 A.M. and 4.30 P.M. TO-DAY and TO-MORROW, the 17th and 18th instant. Hongkong, 17th August, 1909. [1080]

NOTICE TO CONSIGNEES

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASOON & Co., Ltd., Agents.

Hongkong, 16th August, 1909. [1066]

NOTICE TO CONSIGNEES

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"PALMA."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent
Hongkong, 16th August, 1909. [1]

NOTICE TO CONSIGNEES

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"GLENSTRAE," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 23rd inst. will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, where they will be examined on the 23rd inst., at 11 A.M.

No claims will be recognised if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW,
Hongkong, 16th August, 1909. [1078]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:—
Epitome of the Week's News.
Leading Articles:
The French Navy.
The Antung-Mukden Railway Question.
Boycotts and Blackmail.
"Chinensis."
Russia a Peacemaker between China and Japan.
Decline of British Influence in China.
The House of Lords and the Budget.
Random Reflections.
Hongkong News.
Hongkong Legislative Council.
Hongkong General Chamber of Commerce.
The Largest Motor Launch in the East.
Captain of s.s. "Persia" Fired.
Charges against Ship's Officers.
The Scotch Oath.
Robbery in Chancery Lane.
Charge against a Soldier.
Steamer Captain Cautioned.
Searching a Steamer.
Death of Mr. Erich Georg.
Supreme Court.
Company Meeting:
The Hongkong, Canton and Macao Steamboat Company, Limited.
Company Reports:
Hongkong and Shanghai Banking Corporation.
Hongkong and Whampoa Dock Co., Ltd.
Darker China Teas.
Boycotting the Portuguese.
Hongkong University Fund.
Canton News.
The Opium Traffic.
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Copies can be posted from the Office to addresses sent; including postage 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance: postage \$2.

Hongkong, 17th August, 1909.

NEW ADVERTISEMENT

OSAKA SHOSEN KAISHA.

NOTICE TO CONSIGNEES

THE Steamship

"SEATTLE MARU."
From KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after August 19th, at Noon, will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected by us.

All Cargo undelivered by MONDAY, August 23rd, 1909, at Noon, will be subject to rent.

T. ARIMA,
Manager.

Hongkong, 16th August, 1909. [1031]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

NOTICE TO CONSIGNEES

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PE-NANG AND SINGAPORE.

THE Company's Steamship

"NIPPON," having arrived, Consignees of Cargo are hereby informed that their Goods will be landed from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASOON & Co., Ltd., Agents.

Hongkong, 16th August, 1909. [1066]

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THE P. & O. S. N. Co.'s Steamer

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Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

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T. ARIMA,
Manager.

Hongkong, 16th August, 1909. [1031]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

NOTICE TO CONSIGNEES

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PE-NANG AND SINGAPORE.

THE Company's Steamship

"NIPPON," having arrived, Consignees of Cargo are hereby informed that their Goods will be landed from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASOON & Co., Ltd., Agents.

Hongkong, 16th August, 1909. [1066]

NOTICE TO CONSIGNEES

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"PALMA."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent
Hongkong, 16th August, 1909. [1]

NOTICE

OSAKA SHOSEN KAISHA.

NOTICE TO CONSIGNEES

THE Steamship

"SEATTLE MARU."
From KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after August 19th, at Noon, will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected by us.

All Cargo undelivered by MONDAY, August 23rd, 1909, at Noon, will be subject to rent.

T. ARIMA,
Manager.

Hongkong, 16th August, 1909. [1031]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

NOTICE TO CONSIGNEES

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INTIMATIONS

E. R.
COLONIAL SECRETARY'S DEPARTMENT.
HONGKONG OPUM FARM.

AMENDMENT OF FORM OF GRANT.
WITH reference to Government Notification No. 401 of the 2nd July, 1909, calling for Tenders for the "HONGKONG OPUM FARM" the following Amendments are made in the "Conditions to be fulfilled by the Grantee" and the "Form of Grant."

AMENDMENT OF CONDITIONS TO BE FULFILLED BY THE GRANTEE.

After clause (5) insert the following:—

(5)—(a) The Government to be at liberty at any time to depute persons to supervise the boiling and preparation of opium.

After clause (6) insert the following:—

(6)—(a) To observe the following rules relating to searches in addition to those contained in the Ordinances:—

1. Whenever a house or door of a house, wholly in the occupation of one Chinese family has been unsuccessfully searched for opium, and whenever the Captain Superintendent of Police has reason to suspect that a search warrant for opium has been obtained on false information, the Grantee shall furnish confidentially to the Captain Superintendent of Police the name and address of the informer.
2. The badge required by section 6 of the Prepared Opium Ordinance, 1891, shall be worn outside the sleeve of every Excise Officer detailed for the searching of persons on public wharves or for executing Opium Warrants, and such badge shall show the Excise Officer's office and number.
3. Not more than five Excise Officers shall enter or be in a family house at the same time for the purpose of executing a search warrant, and each of such Excise Officers shall be provided with a dark lantern.
4. Excise Officers detailed to execute a search warrant shall allow themselves to be searched by the Police before leaving the Police Station from which they proceed to the search, and also on their way to the place to be searched.

AMENDMENT OF GRANT.

The following clause shall be inserted after clause 7, and clause 8 shall be re-numbered 9:—

8. That the Grantee will observe the following rules relating to searches in addition to those contained in the Ordinances:—

1. Whenever a house or door of a house, wholly in the occupation of one Chinese family has been unsuccessfully searched for opium, and whenever the Captain Superintendent of Police has reason to suspect that a search warrant for opium has been obtained on false information, the Grantee shall furnish confidentially to the Captain Superintendent of Police the name and address of the informer.
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N.B.—The above rules as to searches for illicit opium were accepted by the present Opium Farmer and have been enforced during the current Farm.

A. M. THOMSON,
Colonial Secretary.

Hongkong, 13th August, 1909. [1077]

THE
DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

BEEF, LAMB,

MUTTON,

RABBITS

AND

HARES.

[563]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Ship Chandlers. Nos. 35 & 37, HING LOONG STREET (2nd Street, west of Central Market) Telephone No. 515. [583]

A TACK & CO.
FURNITURE & PHOTO GOODS STORE,
26, DES VŒUX ROAD, CENTRAL.

DEALERS IN
LADIES' & GENTS' BOOTS & SHOES,
UMBRELLAS, &c., &c.

Cameras fitted with
"ZEISS," "GOERZ," "BOSS," & "ALDIS"
Lenses.

DEVELOPING AND PRINTING
A SPECIALITY.

Hongkong, 24th April, 1909. [37]

A LING & CO.
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [529]

AUCTION

PUBLIC AUCTION

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, ON THURSDAY, the 19th August, 1909, at 3 P.M., alongside Queen's Statue Wharf, The Steam-Launch "SWALLOW,"

Length over all 78 feet, Breadth 14 feet 4 inches, Molded Depth 8 feet.

Capacity—Gross Tonnage 66.43, Net Tonnage 35.96, Compound Surface Condensing Engines 92 b.h.p., Working Pressure 125 lbs, 8 years old.

Licensed to carry:—Within the Harbour Limits—120 passengers. Within the Local Trade Limits—81 passengers. Outside the Local Trade Limits—24 passengers.

AFTERWARDS. The Steam-Launch "AENNE,"

Length 60 feet, Breadth 9 feet 6 inches, Depth 5 feet.

Boilers 6 feet 3 inches by 4 feet 6 inches. Engines Cylinders 62 inches and 14 inches and 11 inches stroke.

Compound Engine Working at 100 l.b.s. pressure.

Government Boiler Certificate still running, Stores; Anchors and Chain, Lamp, Watercasks, Galley, Spanners and Firing Tools.

Terms:—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 16th August, 1909. [1044]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31ST DECEMBER, 1908 £19,121,510.

I. Authorised Capital £6,000,000 Subscribed Capital £3,275,500 Paid-up Capital £1,212,500 0 0 II. Fire Funds 3,204,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME & CO., Agents.
Hongkong, 14th August, 1909. [1038]

DAVID CORSA & SONS
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBERG & CO.
1674] Sole Agents.

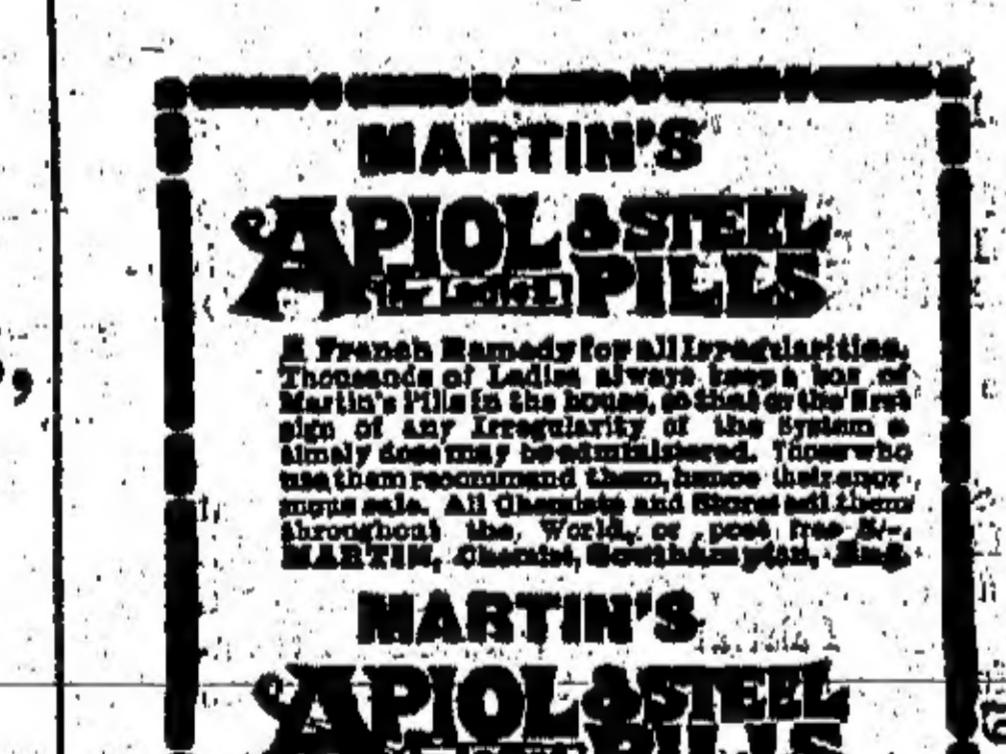
Apollinaris

"THE QUEEN OF TABLE
WATERS."

SUPPLIED UNDER ROYAL
WARRANTS OF APPOINTMENT TO
HIS MAJESTY THE KING
AND
H.R.H. THE PRINCE OF WALES.

For Table Use and Mixing with
Wines and Spirits.

[953-1]



Gutler, Palmer & Co.'s

SPECIAL BLEND WHISKY

SHIPPERS

Cutter, Palmer & Co., London.

AGENTS

SIEMSEN & CO.,

HONGKONG.

SCIENTIFIC MISCELLANY.

SOWING FERTILIZING BACTERIA—A STORAGE BATTERY LAMP—CHURCHES AND LIGHTING BONBONS—A USEFUL NEW ALIOTYPE MODERN JEWELRY—OCCASIONAL COLOUR-BLINDNESS—NON-CRACKING GLASS—AUTOMATIC TICKET-PRINTING—THE NEW COMPASS—CLOTH-MARKED LEAD BULLETS.

A fertilizing earth filled with nitrifying bacteria has been cheaply prepared by the director of the Prague experiment station, Stoklasa, and four tons of this novel fertilizer applied to the acre have increased crops one-third. This material was suggested by the somewhat disappointing results of sowing bacteria culture direct upon the land. Nitrogen is assimilated by plants only in the form of nitrates, and recent investigators have shown that the nitric acid is produced in organic matter in decay by the agency of certain bacteria. Stoklasa concluded that when laboratory cultures of the bacteria are scattered direct upon a field they become less prolific, while they are in too small number to accomplish all that has been expected. He therefore made a culture liquid of 2 parts of glucose, 1/5 part of carbonate of lime and 1/2 part of phosphate of potassium in 100 parts of water and added a few drops of pure culture of *Radibacter* and *Azotobacter*, very active nitrifying bacteria. When the bacteria had filled the liquid, the whole was sprinkled over a heap of prepared earth, consisting of 2,500 parts of ordinary soil mixed with 50 of dephosphorization slag and moistened with 100 parts of molasses in 1,000 of water. This earth fertilizer was issued after a few days, and the results proved that passing through the two media had quite acclimated the bacteria to the soil of the field.

A decorative table lamp for public dining rooms, free from the disadvantages of candles, and having no troublesome wires, is simply an electric lamp carrying a storage battery. The whole can be set in a vase of cut flowers, and the light, gleaming through the flowers and water, is very soft and pleasing in effect.

A list of 244 church buildings in England that have been damaged by lightning in the last ten years has been collected by Alfred Hands. He estimates that 25 or 40 per cent. of the churches of the country have lightning conductors, and that of the 24 buildings damaged each year not more than 3 have conductors that fail to protect.

Metal metal, of which about 300,000 square feet have been used on the roof of the Pennsylvania Railway station in New York, is attracting much attention on account of its remarkable qualities, as it is practically unbreakable, has a strength comparable to that of some grades of steel, and in rolled sheets is as malleable and flexible as copper. It is a silver-white alloy, containing essentially about 70 per cent. of nickel and 30 of copper, although small quantities of iron, sulphur, carbon, silicon, etc., are usually present. It can be rolled hard or soft, has been made into castings up to three-ton, and at present is cast in two grades, very similar to hard and medium cast steel, with tensile strengths of about 38 and 31 tons, and reductions of areas at fracture of 25 and 35 per cent. Its specific gravity when cast is 8.85; its melting point, 2,430° F. Its resistance to corrosion is a particularly striking property, and it is little affected even in the presence of strong sulphuric acid.

The electric ferryboat crossing the Rhine between Goddesberg and Niederdollendorf accommodates 615 passengers, besides vehicles, and is propelled by two screws, each coupled directly with a 30 horse-power series-wound motor, making 300 revolutions per minute. The storage battery of 160 cells has a voltage of about 300 and a capacity of 335 ampere hours. The actual crossing time is about 42 minutes, and after eight trips in each direction the battery is recharged at Goddesberg. The same battery feeds three auxiliary motors on the boat, one used for pumping and the two others operating the landing bridges.

An occasional temporary red blindness is the singular defect in his own colour sense reported by C. E. Gibson to the Royal Philosophical Society of Glasgow. At times he fails to perceive the red in an object, but at once perceives the true colour when his attention is called to and concentrated upon it. His colour vision otherwise is quite normal.

A COAL DUST NUISANCE.

A letter was read from Mr. A. B. Craggs and others residing in the neighbourhood of the coal yard owned by Mr. Tong Tai, complaining of the nuisance caused by the coal dust. The Secretary was directed to inform Mr. Tong Tai of the complaint, and request him to have the coal heap regularly sprinkled with water, and then covered with matting. Should he fail to carry out this request, the Council will reluctantly be compelled to proceed against him in his Consular Court.

THE DEATH OF MR. GARDNER.

The Chairman referred in feeling terms to the loss the foreign community and Council had sustained by the death of Mr. A. F. Gardner, who had served on the Council for over four years.

POLICE REPORT.

The Capt. Superintendent of Police reported that the following cases had been dealt with at the Mixed Court since the last meeting— Summons—Assault, 20; allowing pigs and cattle to stray, 12; illegally removing property, 3; debt, 5; assault, 9; creating a disturbance, 1; using abusive language, 1. Summary Arrests—Theft, 5; assault, 9; creating a disturbance, 3; breach of M. R. (ordinarily house), 2; breach of Sampan Regulations, 2; illegally removing gravel, &c., from the foreshore, 3; quitting service without giving lawful notice, 1; drunk and incapable, 1; being a rogue and a vagabond, 1.

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. WITH CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSEN & CO. Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906. [123]

of the day, the continuous sheet gives an accurate record of the business done. With this system in use, there can be no take robberies, no issue of unaccounted for tickets.

The gyroscope compass, invented some years ago by Dr. Anschütz Knopf, of Kiel, seems to have proven a practical instrument. It is based on the principle already applied in the automatic steering of torpedoes—that a rapidly rotating body tends to keep in the same plane, and during a nine months' test during a cruise of the *Deutschland*, in different parts of the world, it kept the true direction, and on one occasion was left unattended and unchecked for a month. On being adopted in the German Navy, it is expected especially to prove much more reliable than the magnetic compass for submarines.

A new aid in some criminal cases may be the X-raying loft or bullets by clothing, as V. Bathazard has assured the Paris Academy that these markings are not effaced by penetrating the flesh except as they come in contact with bone. Careful inspection of the bullet makes it possible to identify the character of the garment that has been passed through by the leaden missile.

KULANGSU MUNICIPAL COUNCIL.
AMOX.

Minutes of a meeting of the Council, held at the Board Room, the 27th July, 1909.

Present: Messrs. W. H. Wallace (Chairman), J. S. Fenwick, W. J. Kruse, Lim Nee Kar, J. Moncarini, S. Oruguna, N. Wilson, the Health Officer and the Secretary.

Mr. Lim Nee Kar was introduced and takes his seat as Chinese Member of the Council.

THE SECRETARY'S AGREEMENT.

After discussion, it is decided to fix the period of notice to be given either by the Council or the Secretary, to terminate the latter's agreement with the Council, at six months.

SMALL POX AND CATTLE DISEASE.

The Secretary reports that enquiries have been made concerning (1) small pox on the Island, and (2) disease amongst the cattle, with the result that there is found to be no foundation for such rumours, which, as regards the cattle, may have originated in the fact that a farmer was prosecuted and convicted for selling a cow for consumption unfit for human food, the purchaser, who afterwards sold the animal in Amoy, being also proceeded against and fined.

SAMPAN LICENCES.

A communication is read from the Haifangting requesting the Council to order the Kulangsu sampanmen to register their sampans in the Haifangting's yamen, and to carry special licence boards issued by that official. It was desired to inform the Haifangting that the Council cannot comply with his request, as the Council considers that the Kulangsu sampanmen already carry licence boards, with the number plainly marked in both Chinese and foreign characters, such boards are ample for purposes of identification, whether on the Kulangsu or the Amoy side, and that no good purpose would be served by compelling these sampanmen to carry two licence boards; moreover, it would be a distinct hardship to call on these men to pay two licence fees. The Haifangting is also to be requested to issue such orders as will prevent Goh Pak and other "watchers" from interfering with licensed sampanmen belonging to the International Settlement of Kulangsu.

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A letter was read from Mr. A. B. Craggs and others residing in the neighbourhood of the coal yard owned by Mr. Tong Tai, complaining of the nuisance caused by the coal dust. The Secretary was directed to inform Mr. Tong Tai of the complaint, and request him to have the coal heap regularly sprinkled with water, and then covered with matting. Should he fail to

SHIPPING.

ARRIVALS.

ASHTABULA, British str., 2,400, Harding, 16th August—Sdn. Francisco 23rd June and Shanghai 12th August, Ton—Standard Oil & Co.
AWA MARU, Japanese str., 3,912, A. Keith, 16th August—Japan 4th and Shanghai 13th August, General—Nippon Yusen K.K.
CHESTERFIELD, British str., 1,265, V. McLeod, 13th Aug.—Tientsin 10th Aug., General—Jacques Matheson & Co.
ERNST SIMONS, French str., 2,890, R. Gorard, 16th August—Shanghai 13th August, General—Messageries Maritimes.
GLENNAEAN, British str., 2,855, Haughton, 16th August—Honkow and Shanghai 13th August, General—McGregor Bros. & Co.
GLEN ALDOCH, British str., 1,434, J. H. Hamworth, 16th August—Singapore 10th August, General—Joo Tak Seng.
GLENDALE, British str., 3,054, J. McGilivray, 15th August—Singapore 9th August, General—McGregor Bros. & Co.
HILARY, German str., 1,276, Hartje, 16th August—Palo 4th Aug., Sugar-Sander, Wieland & Co.

JACOB DIEDERICHSSEN, German str., 623, A. Hansen, 16th August—Pakhoi 9th and Hoibon 15th Aug., General—Jensen & Co.
KAIKU MARU, Japanese str., 1,903, S. Suda, 16th August—Motoj 8th August, Coal-Meter Bush Goshi Kisha.
KWANGLEE, Chinese str., 1,069, Froberg, 16th August—Shanghai 12th August, General—C. M. S. N. Co.
LOONGSANG, British str., 1,093, M. Picknell, 16th Aug.—Manila 13th August, General—Jardine, Matheson & Co.
NIPPON, Austrian str., 4,014, Tarabochia, 16th August—Singapore 9th August, General—Sander Wieland & Co.
RAJAH, German str., 1,000, H. E. Rehr, 16th August—Rajany 10th August, Wood-Butterfield & Swire.
RUNI, British str., 1,619, R. W. Almond, 16th August—Munis 13th August, General—Showan Tomes & Co.
SEATIE MARU, Japanese str., 3,524, T. Saito, 16th August—Motoj 11th August, General—Oza Shosen Kaisha.
TEDDO, Swedish str., 2,463, C. H. Anderson, 16th August—Motoj 9th August, General—Melchen & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.

Chinkau, British str., for Canton.
Ernest Simons, French str., for Europe, &c.
Glenaloch, British str., for Amoy.
Magallanes, American str., for Manila.
Palau, British str., for Shanghai.

DEPARTURES.

Ithaka, German str., for Chinkau.
KWANGLEE, Chinese str., for Canton.
SHIP REPORTS.
The British str. *Gregory Apcar* reports: From Kit Chan to Oceano, strong SW. gale with high beam and head sea bar. 29.53 for three days, thence to port light SW. monsoon and smooth sea and fine clear weather.

VESSELS IN DOCK.

August 16th.

ABERDEEN DOCK.—
KOWLOON DOCK.—
Worwicks, Perseus, Sorsom, Das Hermanos, Naval Dock, Caisson, Bush, Marwan.

COSMOPOLITAN DOCK.—

TAIKOO DOCK—Fuchow.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"NIPPON."

Capt. Tarabochia, will leave for the above places TO-MORROW, the 18th inst. A.M.
This steamer has capital accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to
SANDER, WIELAND & CO., Agents,
Princes' Building.

Hongkong, 11th August, 1909. [3]

"INDRA" LINE LIMITED.

For NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI."

Captain W. Gray Williams, will be despatched above on the 21st August, 1909.
For Freight or Passage apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 15th July, 1909. [96]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at QUEENSLAND PORTS, and taking through Cango to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched above on MONDAY, the 23rd inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th August, 1909. [1050]

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
S.S. "LENNOX" About 1st Sept.
For Freight and further information, apply to
DODWELL & CO., LTD., Agents.

Hongkong, 14th August, 1909. [1003]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "A," nearest Hongkong "B" midway between Hongkong and Kowloon "C," and those vessels berthed at the Kowloon Wharf "D," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & CO.	ROUTE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED	
LONDON &c. VIA USUAL PORTS OF CALL...	CALEDONIA	Brit. str.	—	W. Hayward, E.N.R. ...	P. & O. S. N. Co.	On 21st inst., at Noon.	
LONDON & ANTWERP	CAERBATHENSHIRE	Brit. str.	—	Daniel	JARDINE, MATHESON & CO., LD.	About 25th inst.	
SYRIA	—	Brit. str.	—	D. C. Gregor, E.N.R. ...	P. & O. S. N. Co.	About 25th inst.	
AVARIA	—	Gen. str.	k. w.	Neumann	HAMBURG-AMERICA LINER ...	About mid. of Sept.	
ANDALUSIA	—	Gen. str.	k. w.	Block	HAMBURG-AMERICA LINER ...	On 14th Sept.	
SPEZIA	—	Gen. str.	k. w.	Peter	HAMBURG-AMERICA LINER ...	To-morrow.	
SLAVONIA	—	Gen. str.	k. w.	Girard	MELCHERS & CO.	Middle of Aug.	
YEDDO	—	Dan. str.	—	Ernest Simons	MESSAGERIES MARITIMES ...	To-morrow, at 1 P.M.	
ERNEST SIMONS	—	Brit. str.	—	Ingram	NIPPON YUSHI KAISHA ...	To-morrow, at Daylight.	
AVA MARU	—	Jap. str.	—	C. H. Butler	NIPPON YUSHI KAISHA ...	About 25th Inst.	
GARNAVONSHIRE	—	Jap. str.	—	Babel	HAMBURG-AMERICA LINER ...	On 1st Sept., at D'light	
TAMBA MARU	—	Jap. str.	—	—	—	On 2nd Sept.	
SAXONIA	—	Gen. str.	k. w.	—	—	End of Sept.	
MISIMA MARU	—	Jap. str.	—	—	—	About 25th Inst.	
AMERICA MARU	—	Jap. str.	—	—	—	On 29th inst., at Noon.	
GOEBEN	—	Gen. str.	—	B. Wilhelmi	TOYO KISEI KAISHA ...	On 25th inst., at Noon.	
SILESIA	—	Ans. str.	—	Radonicich	MELCHERS & CO.	About 25th Inst.	
INDRAWDI	—	Brit. str.	—	W. G. Williams	JARDINE, MATHESON & CO., LD.	On 26th Inst.	
EMPEROR OF CHINA	—	Brit. str.	2 m.	J. Boyd	DODWELL & CO., LD.	On 26th Inst.	
MONTAGUE	—	Brit. str.	1 m.	T. Salton	CANADIAN PACIFIC R. CO.	On 10th Sept.	
SHATTAN MARU	—	Jap. str.	—	M. Hagiwo	CANADIAN PACIFIC R. CO.	On 26th Inst.	
KAGA MARU	—	Jap. str.	—	K. Kawara	OSAKA SHOSEN KAISHA ...	On 28th Inst.	
SHINAKO MARU	—	Jap. str.	—	G. W. Ely	NIPPON YUSHI KAISHA ...	To-day, at 4 P.M.	
CHANGSHA	—	Brit. str.	—	St. John George	BUTTERFIELD & SWINE ...	On 18th Inst.	
NIKKO MARU	—	Jap. str.	—	M. Yagi	GIBB, LIVINGSTON & CO.	On 28th Inst.	
ALDENHAM	—	Brit. str.	—	F. Iske	MELCHERS & CO.	On 10th Sept., at 12 P.M.	
NIKKO MARU	—	Jap. str.	—	F. Iske	NIPPON YUSHI KAISHA ...	On 1st Oct., at Noon.	
PRINZ WALDEMAR	—	Jap. str.	—	J. Nagao	MELCHERS & CO.	About 21st Inst.	
KUMANO MARU	—	Jap. str.	—	Wm. Balmebridge	NIPPON YUSHI KAISHA ...	On 24th Inst., at 5 P.M.	
PRINZ WALDEMAR	—	Jap. str.	—	M. Winckler	NIPPON YUSHI KAISHA ...	On 25th Inst., at 5 P.M.	
KANAGAWA MARU	—	Jap. str.	—	H. Koops	JAYA-CHINA-JAPAN LINE ...	On 29th Inst., at Noon.	
MIYASAKI MARU	—	Jap. str.	—	Dowson	BUTTERFIELD & SWINE ...	On 29th Inst., at Noon.	
KUMANO MARU	—	Jap. str.	—	E. Forsyth	V. McClymont-Liddell	On 21st Inst., at 4 P.M.	
TIKETEN	—	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO., LD.	On 26th Inst., at 5 P.M.	
CHIEN-TANG	—	Brit. str.	—	E. Tarabochia	MESSAGERIES MARITIMES ...	On 26th Inst., at 5 P.M.	
HUICHOU	—	Brit. str.	—	T. Saruga	SANDER, WIELER & CO.	To-morrow, at 10 A.M.	
CHENGSHING	—	Brit. str.	—	—	OSAKA SHOSEN KAISHA ...	To-morrow, at 10 A.M.	
KWANGHWA	—	Brit. str.	—	—	BUTTERFIELD & SWINE ...	To-morrow, at 10 A.M.	
CHIEN-TANG	—	Brit. str.	—	—	DEAN, MATHESON & CO., LD.	On 19th Inst.	
CHIEN-TANG	—	Brit. str.	—	—	H. Powell	SHIRE LINE OF STEAMERS, LTD.	On 19th Inst.
CHIEN-TANG	—	Brit. str.	—	—	A. Mooker	SHIRE LINE OF STEAMERS, LTD.	On 24th Inst., at 3 P.M.
FOOKSANG	—	Brit. str.	—	—	—	On 24th Inst., at 3 P.M.	
ANHOU	—	Brit. str.	—	—	—	On 24th Inst., at Noon.	
NILS	—	Brit. str.	—	E. P. Martin	BUTTERFIELD & SWINE ...	On 24th Inst., at 4 P.M.	
LITAN	—	Brit. str.	—	—	P. & O. S. N. Co.	About 27th Inst.	
SHANGHAI, KOBE & YOKOHAMA	—	Gen. str.	k. w.	Deinat	BUTTERFIELD & SWINE ...	On 29th Inst., at 12 P.M.	
SHANGHAI, YOKOHAMA & KOBE	—	Gen. str.	—	E. Zachar de	HAMBURG-AMERICA LINER ...	On 19th Inst.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	—	Gen. str.	—	P. J. van Esmerick	MELCHERS & CO.	On 19th Inst.	
SHANGHAI	—	Gen. str.	—	K. Sugii	JAYA-CHINA-JAPAN LINE ...	On 21st Inst., at 10 A.M.	
ANPING VIA SWATOW & AMOY	—	Gen. str.	—	Y. Kishimoto	OSAKA SHOSEN KAISHA ...	On 22nd Inst., at 10 A.M.	
TAMSUI VIA SWATOW & AMOY	—	Gen. str.	—	J. S. Bosch	DOUGLAS LIAFRAY & CO.	To-day, at 2 P.M.	
SWATOW, AMOY & FOOCHOW	—	Gen. str.	—	J. W. Evans	DOUGLAS LIAFRAY & CO.	On 20th Inst., at 2 P.M.	
SWATOW, AMOY & FOOCHOW	—	Gen. str.	—	Hodgins	BUTTERFIELD & SWINE ...	To-day, at 3 P.M.	
MANILA	—	Brit. str.	—	A. W. Osterbridge	JARDINE, MATHESON & CO., LD.	On 20th Inst., at 4 P.M.	
MANILA	—	Brit. str.	—	S. J. Paynes	BUTTERFIELD & SWINE ...	On 24th Inst., at Noon.	
MANILA	—	Brit. str.	—	W. W. Almond	JARDINE, MATHESON & CO., LD.	On 24th Inst., at 4 P.M.	
MANILA	—	Brit. str.	—	Pennelher	BUTTERFIELD & SWINE ...	On 24th Inst., at 4 P.M.	
MANILA	—	Brit. str.	—	F. H. Holte	JARDINE, MATHESON & CO., LD.	On 25th Inst., at 4 P.M.	
MANILA	—	Brit. str.	—	R. Hodges	SHERMAN, TOMES & CO.	On 25th Inst., at Noon.	
ZAPERO	—						

POST OFFICE NOTICE

6^o Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

SIBERIAN ROUTE.
Owing to serious floods on the Chinese Eastern Railway, Siberian route mails will be considerably delayed.
Mails will be sent via Vladivostok leaving Shanghai every Saturday until normal conditions are established.

The Australian, with the French Mail of the 16th July, left Saigon on Sunday, the 15th inst., at 4 a.m., and may be expected here to-day, at 6 p.m. This packet brings replies to letters despatched from Hongkong on the 12th June.

The Decima, with the English mail of the 23rd ult., left Singapore on Friday, the 13th instant, at 6 p.m., and may be expected here to-morrow, at 7 a.m. This packet brings replies to letters despatched from Hongkong on the 22nd June, and the packet mails closed in London for despatch by the air-sea route on the 14th July, and for despatch overland on the 21st July.

FOR	FROM	DATE
Holbow	Johanne Hongkong	Tuesday, 17th, 9:00 A.M.
Holbow and Haiphong		Tuesday, 17th, 9:00 A.M.
KEMUNG, SHANGHAI, NAGASAKI, KOREA, YOKOHAMA, YOKOHAMA, HONOLULU, and SAN FRANCISCO	Printed Matter, and Samples	9:00 A.M.
(Supplementary mail on board the <i>Decima</i> for departure of the mail Extra Postage 10 cents.)	Registration, 9:00 A.M.	
SIBERIAN MAIL TO EUROPE	(Registration with late fee of 10 cents, up to 9:45 A.M.)	

EUROPE, ASIA, INDIA, VIA TAKICORIN.
(Late Letters 11:00 A.M. to NOON Extra Postage 10 cents.)
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Swatow, Amoy and Foochow	Wednesday, 17th, 1:00 P.M.
Macao	Tuesday, 17th, 1:15 P.M.
Manila	Tuesday, 17th, 2:00 P.M.
Kuching, Singapore, Moji, Kobe, Yokohama, Shimidzu, Yokohama, Victoria and Seattle	Wednesday, 17th, 3:00 P.M.
Amoy	Tuesday, 17th, 4:00 P.M.
Singapore, Penang, and Colombo	Tuesday, 17th, 5:00 P.M.
Shanghai	Tuesday, 17th, 5:00 P.M.
Australia	Wednesday, 18th, 9:00 A.M.
Kuiping	Wednesday, 18th, 11:00 A.M.
Atlanis	Wednesday, 18th, 11:00 A.M.
Gregory Apac	Wednesday, 18th, 11:00 A.M.
Durban	Wednesday, 18th, 1:00 P.M.
Swatow	Wednesday, 18th, 1:15 P.M.
Macao	Wednesday, 18th, 3:00 P.M.
Shanghai	

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WINE AND SPIRIT MERCHANTS.

[38]

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

August 16th.

ON LONDON.—
Telegraphic Transfer 1/8 1/8
Bank Bills on demand 1/8 1/8
Bank Bills, at 30 days' sight 1/8 1/8
Bank Bills, at 4 months' sight 1/9 1/9
Credit, at 4 months' sight 1/9 1/9
Documentary Bills, 4 months' sight/9/9

ON PARIS.—
Bank Bills, on demand 219
Credit, at 4 months' sight 222

ON GERMANY.—
On demand 178

ON NEW YORK.—
Bank Bills, on demand 423

Credit, at 60 days' sight 432

ON BOMBAY.—
Telegraphic Transfer 131

Bank on demand 131

ON CALCUTTA.—
Telegraphic Transfer 131

Bank on demand 131

ON SHANGHAI.—
Bank at sight 747

Private, 30 days' sight 753

ON YOKOHAMA.—On demand 844

ON MANILA.—On demand—Pesos 854

ON SINGAPORE.—On demand 744

ON BATAVIA.—On demand 1043

ON HAIPHONG.—On demand 9 1/2 pm.

ON SAIGON.—On demand 873

SOVSHIRENS, Bank's Buying Rate 411.45

GOLD LEAD, 100 fine, per tael 359.80

BAR SILVER, per oz. 25 1/2

SUBSIDARY COINS.

per cent.

Chinese 20 cents pieces 37.93, discount

Chinese 10 " 38.65 "

Hongkong 20 " 37.70 "

Hongkong 10 " 38.40 "

OPium.

per sheet.

Malwa New \$1.140/1.160 per picul.

Malwa Old \$1.170/1.200 "

Malwa Older \$1.210/1.250 "

Malwa V. Old \$1.260/1.300 "

Persian fine quality \$1.080/1.110 "

Persian extra fine \$950/1.000 "

Patna New \$1.030 " per sheet.

Patna Old \$1.045 "

Patna Old \$1.030 "

August 16th.

Quotations are:

VESSELS EXPECTED.

THE FRENCH MAIL.

The M.M. str. *Australie*, with the French Mail of the 18th ult., and mails from London of the 17th ult., left Saigon on the 15th inst. at 4 a.m., and may be expected to arrive here this afternoon, and will leave for Shanghai and Japan on or about the 18th inst.

THE AUSTRALIAN MAIL.

The C.N. Co.'s str. *Changsha* left Sydney on the 22nd ult., and is due here to-day.

The E. & A. str. *Empire* left Sydney on the 29th ult., for this port (via Queensland Ports and Manila).

The I.G.M. str. *Prins Waldemar* left Sydney on the 29th ult. at 4 p.m., and may be expected here on or about the 20th inst.

THE ENGLISH MAIL.

The P. & O. str. *Devenra* left Singapore for this port on the 13th instant at 6 p.m. with the outward English Mails, and is due here to-morrow at about 7 a.m.

THE AMERICAN MAIL.

The P.M. str. *Mongolia* sailed from Yokohama on the 9th inst., and is due to arrive at Hongkong on the 21st inst.

THE INDIAN MAIL.

The Indo-China str. *Laisa* left Calcutta for this port via the Straits on the 10th instant, and may be expected here on or about the 26th inst.

MEETING STREAMERS.

The H.-A. Linie str. *Slavonia* left Shanghai via Foochow on the 12th instant a.m., and may be expected here to-day.

The H.-A. Linie str. *C. Ford. Laziz* left Singapore on the 12th instant p.m., and may be expected here to-morrow.

The Bank Line str. *Sovereign* left Vancouver on the 7th inst. for Hongkong via ports.

The Ben Line str. *Bentavola* left Middlesbrough, Antwerp and London, for Singapore on the 15th inst. for this port.

The N.Y.K. str. *Kenagawa Maru* (European Line) left Singapore on the 13th instant, and is expected here on the 19th inst.

The N.Y.K. str. *Takasaki Maru* (Bombay Line) left Bombay on the 3rd instant, and is expected here on the 24th inst.

STEAMERS PASSED THE CANAL.

July 24th—Meinan, Cathay, Hyson, Kanguwa Maru, 28th—Indraan, Schuykill, 31st—

Namur, Macao, Miyazaki Maru, Soothra, Nile, August 4th—Asyamaz, Austria,

Benvone, Denbighshire, Atholl, Glamorganshire,

7th—Derfingher, Coulson, Polynesia, Hakata Maru, Tidus, 11th—Yorek, Glenroy, Bingo Maru, Scadua, Nicomedia, Pathan, 14th—

Armand Belice, Ceylon, Kinabuk, Memnon, Yunan.

ARRIVALS AT HOME.

August 13th—Menlouie, Sileia,

Printed and Published by BRETEAN A. HALLE for the Concerned at 10A, Des Voeux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.

TRADE

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they have fragrance, force and
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Cable addresses for above: "WAKAJI" Codes, A.I., ABC 5th Ed., Western Union.

PITSANLOK, German str., 1,167, D. Helmers, 13th August—Bangkok and Swatow 12th

August, Rice—Butterfield & Swire.

SOROGON, American str., 82, J. M. Ugarte, 3rd August—Iloilo 29th July, Sugar—

Jorge & Co.

TEAN, British str., 1,350, Outerbridge, 13th

August—Manila 10th August, General—

Emmerick, 8th August—Macassar 31st

July, Sugar and General—Java—China—

Japan, Lijn.

VICTORIA, Swedish str., 929, T. Eckert, 14th

August—Hoibow 13th August, Rice, and

General—Wallen & Co.

VOERWARTS, German str., 643, Uldrup, 30th

June—Penang and Singapore 18th June, General—Jebson & Co.

PITSANLOK, German str., 1,167, D. Helmers, 13th August—Bangkok and Swatow 12th

August, Rice—Butterfield & Swire.

TIJLAPUR, Dutch str., 2,475, R. J. von

Emmerick, 8th August—Macassar 31st

July, Sugar and General—Java—China—

Japan, Lijn.

BRANCH OFFICES—NAGASAKI,

MOJI, KARATSU, W